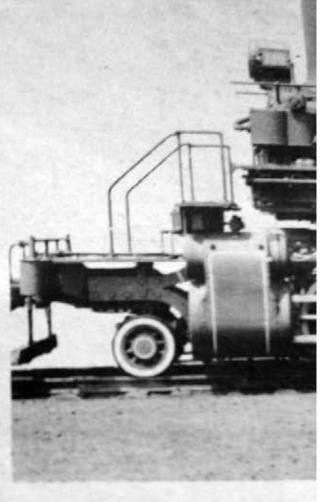
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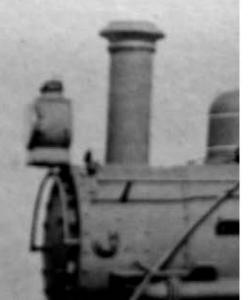
(By G. Leroy Crislip -Continued from Page 4)

win which might have made it but for the late entry into the field and the Baldwin Locomotive Works' decision to concentrate on the articulated logging locomotive.

The Heisler gave the Shay a run for its money in the logging industry. The principle was similar, but the overall design was dif-The Heisler could in an automotive sense be termed a "V-2" since it had two large cylimders pointing down and inward below the steam dome in a "v" shape. The connecting rods turned a crankshaft which attached to a horizontal driveshaft extending under the boiler much as in the Shay. The driveshaft was divided by universal joints, and beveled ends of the shaft met one axle of each bruck much as in the differential of an automobile. The other axle of each truck did not touch the driveshaft; instead, the wheels were connected by a metal rod to those driven directly by the horizontal shall. Suppresselly the Heisler was to be easier on the rails because of the sylinder arrangement balancing the downward pictor force as approand to the inpurded cylinder arrangement on the Shay. moreon as the all the other geared incompliture samply came along too



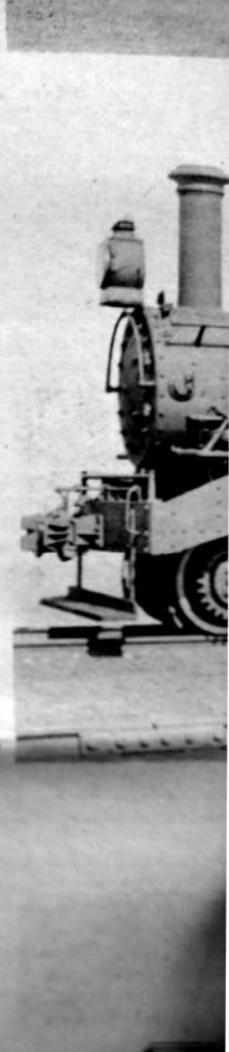




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The Climax locomotive had only two cylinders as in the Heisler. but they were placed on opposite sides of the boiler near the smokebox pointing toward the rear and downward. The valve gear was of a more traditional type, and the connecting rods attached to a flywheel on each side which in turn attached to jack or cross shafts extending under the boiler from side to side and connecting by a set of gears to a horizontal driveshaft extending from front to back underneath the boiler as in the Heisler.

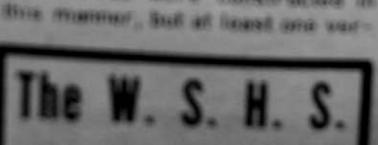
The Williamette was so much like the Shey, that the casual observer could not tell it from one when viewed from a distance. Some of the design was copied directly from the Shey with few variations when the original patents expired. Only a few modifications were softenship - one being that the

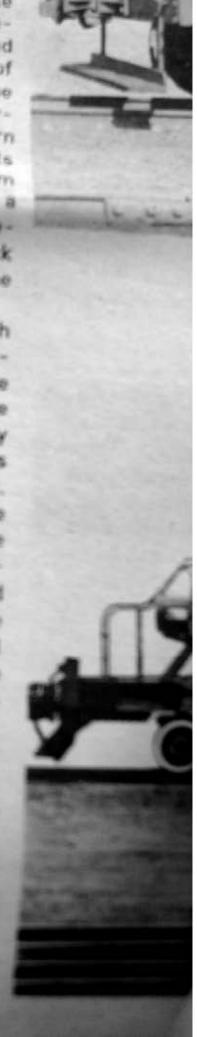


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The Williamette was so much like the Shay, that the casual observer could not tell it from one when viewed from a distance. Some of the design was copied directly from the Shay with few variations when the original patents expired. Only a few modifications were noticeable - one being that the steam chests were turned 90 degrees from those on a Shay - and the operation of the locomotive was like that of the Shay, Financial trouble eventually defeated the Williamette, not a lack of effect-A & STEEL ST.

Baldwin Locomotive Works attempted to enter the geared locomotive field with a locomotive which greatly recombled the Climer. Most of the Baldwin geared temperature were constructed in this manner, suf at least and ver-





WEYERHAEUSER TIMBER COMPANY'S articulated, Mallet type locomotive wasbuilt by Baldwin

aver differed from this

Instead of resembling a Climax, if had almost all the lines of the Shay except that its three cylinders were placed horizontally under the boiler. These operated a horizontal driveshaft which connected to cross shafts supporting two per truck. The ends of these shafts were grared and fit into the teeth of geared circular wheels laced onto the outer surface of the wheels.

These models, although effective, were too late to make much of an effect on the sales of the Shay, and this combined with increasing costs for the development of new forms of geared locomotives, caused Baldwin to revert to the construction of the articulated type locomotive which was a type already familiar to the shops at Philadelphia, and could easily be seen to have a great potential for quickly hauling large loads of logs on moderate grades once the geared locomotives had hauled them down from the mountains

Now the woods no longer resound with the music of logging locomotives - they are strangely silent. The development of the log truck spelled the end of the logging railroad which had served its purpose, and as it had replaced less methods, it too had to be cast aside in favor of progress. The grades remain, and although overgrown with the forest, they can still be seen reaching up into the mountains. Perhaps the ghosts of the geared locomotives and the men

who ran them still haul loads of logs to the mill. Walk along one of these abandoned grades and see where hundreds of men worked to build and maintain the railroad which was so quickly removed when the job was over. Listen carefully, and you can hear what some may dismiss as the wind whistling through the trees, but it just might possibly be a voice from the past. Perhaps it's old number six bringing in the last load of logs for the day.

Compliments Of

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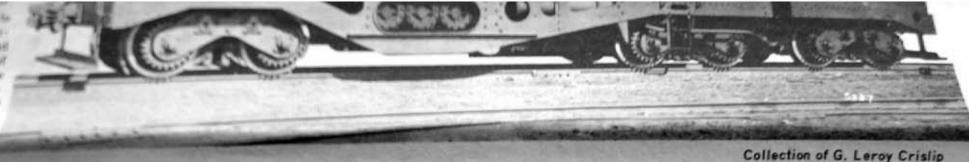
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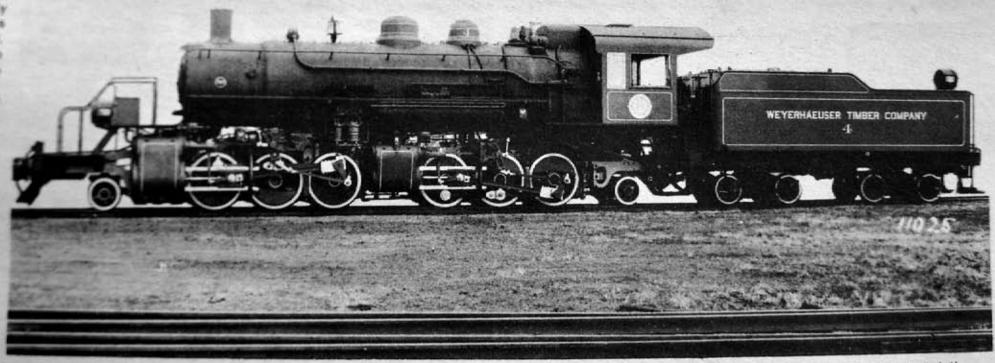
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ONE OF THE BALDWIN Locomotive Works' attempts at a geared locomotive greatly resembled the Shay with the major difference being the placement of the cylinders. This model was constructed in 1915.



Collection of G. Leroy Crislip

WEYERHAEUSER TIMBER COMPANY'S articulated, Mallet type locomotive was built by Baldwin in 1934.

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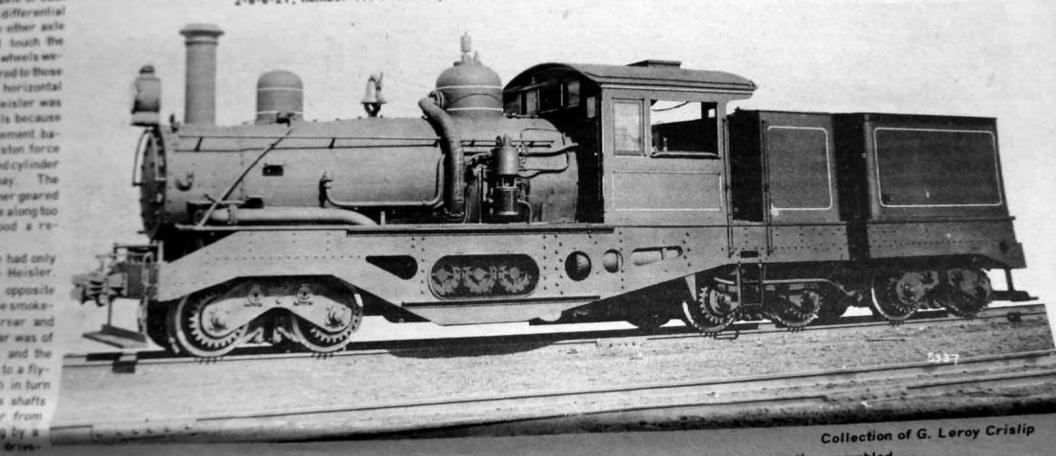
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BALDWIN LOCOMOTIVE WORKS discontinued attempts to enter the geared locomotive market and concentrated efforts on the articulated logging locomotive here represented by a tank type, 2-6-6-2T, number 110 of the Weyerhaeuser Timber Company, built in 1928.



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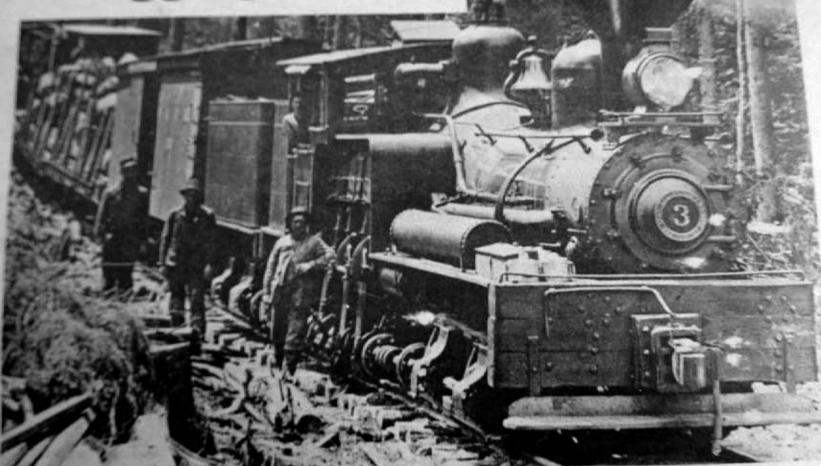
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Logging Railroads And Logging

by Gordon T. Hamrick

As "senior" member of the "railroad writers" - other than Sheriff Given, - I am the only member old enough to remember the logging trains of the 1930's and to have been in the logging camps. I would like to share with the readers some of my recollections of logging camp life.

The earliest thing I can remember is the aftermath of the "Fourth of July Flood" (July 2, 1932, on Leatherwood Creek). At the time I was not quite two years old, but I can recall, as vividly as if in a photograph, the twisted rails of the Pardee and Curtin Lumber Company logging railroad near home, where Leatherwood Creek had washed a trestle out. Interspaced along the twisted rails were scattered ties, and the whole was suspended by rock abutments made up of the remains of the railroad grade.

I learned my numbers long befor I reached school from the numbers on the Pardee and Curtin
trains. I no longer remember
which engineer worked on which
train; however, at that time, I
knew not only the train number,
but also engineer; fireman and
braiksmen. And, these individuals
were never too busy to give a friendly wave to a little boy with his
nose shuck in the fence separating
the pard from the railroad grade.

There was the day an inwardbound log train, with a heavy load of logs, ground to a stop in front of the house, and two burry brakemen jumped off, armed with brake trutts, and best the stuffing out of a ruttlesmake that had been so injudicesses as to stray into the sicfied. He thought for sure that he would lose his job. A company carpenter came and repaired the hole in the roof; the incident was never again mentioned.

I can also remember that during this time, the track crew would pay as much as a whole dime to a very small boy for lugging a very large bucket of water to a thirsty crew. I made a sight of money that summer.

At this time, the late William "Bill" McCourt was logging in Blazed Fork(so-called "Peaceful Valley" because the inhabitants were forever fighting) and in Powell Fork (3-A Hollow). I may or may not have been in these logging camps, but I do know where they were located.

One thing always associated with Bill McCourt's logging camps was a kerosene-burning refrigerator. I think the refrigerator was built on the spot; when the job was completed, the equipment was discarded. At any rate, every camp site I have ever visited could be distinguished by the remains of the refrigerator (the first time I found one of these, I went home and told my father I had found a moonshine He came and examined it and nearly laughed himself sick. To him, it was the funniest thing since the Black Plague.) Just last summer, I was wandering around in a portion of Blazed Fork that I thought had never been touched by man. I was wrong. There, big as life, lay the remains of one of Bill's refrigerators. How they got there, I'll never know. I suspect some enterprising soul had started to pack them out,



A Class C Shay railroads.

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There was the day an inwardbound log train, with a heavy load of logs, ground to a stop in front of the house, and two burly brakemen jumped off, armed with brake irons, and beat the stuffing out of a rattlesnake that had been so injudicious as to stray into the vicinity. Their mission accomplished, the brakemen clambered back aboard, and the train continued on its way.

I suppose I received my first lessons in interracial relationships along the logging railroads. The track crews for Pardee and Curtin were composed of "Tallies" (Italians); there was Big John and Little John, Big Louie and Little Louie, and a host of others, the names of whom I have forgotten.

There was the day when Big John was supervising the construction of a siding near home. The forman in charge of blasting, overestimated the charge of explosives, and the rocks rained down in our yard. One went through the roof of the house. Big John was mortiValley" because the inhabitants were forever fighting) and in Powell Fork (3-A Hollow). I may or may not have been in these logging camps, but I do know where they were located.

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As a lad, I removed myself from parental supervision as quickly and frequently as possible. In the company of cousins or neighborhood kids. I set off to conquer the countryside, armed only with an airgun or bow and arrow. No one seemed to mind where we went. After all, the dog knew his was home, even if we didn't.

Every kid my age had a dog of some sort or another - always a mongrel. In my case, my canine companion over the years was a black and tan mongrel of indeterminate breed. His mother had been



A Class C Shay of railroads.

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As I grew older, camps progressed fu therwood Creek, wi located at the Forks Although thi two and a half miles it was well within my wanderings, and attractive to a small Belle Payne, the cook Collins, the cookee, good for a liberally cherry pie and a cup Carnation milk. For was always a chunk or a bone. Natural point to pass throug frequently as possibl





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A Class C Shay of the Greenbrier, Cheat & Elk is typical of the locomotives user

a full-blooded black and tanhound; the identity of his father was never determined. This noble assortment of canine traits owned an attitude of "what the heck boys, this hunting is fun." He would willingly hunt anything that walked, swam, crawled, or flew. He would bay a bear if called upon to do so; lacking other things to do, he would spend patient hours in the creek, trying to catch minnows. To my knowledge, he never caught anything, but he gave it a good try. Among other traits, he was addicted to chasing airplanes. Things and people - learned to give him a wide berth. He weighed about eighty pounds, all of it muscle, and had a disposition to match. Europeanie cared to try him a se-

As I prew older, the logging camps progressed further up Leatherwood Creek, with one being incated at the Forks of Leather-Although this was some MINISTER. two and a haif miles from home, it was well within the radius of my wanderings, and was mighty attractive to a small boy. Mrs. Ballie Payme, the cook, and Warrick Collins, the conker, were siweys good for a liberally cut have of charry pie and a cup of coffee with Carnation milk. For the dog, there was always a church of corn bread or a force. Naturally I made it a point to pass through the camp as frequently as possible.

In a sense, I was "educated" by the personnel associated with logging. Most of them were unwashed, unshaven, uneducated, and addicted to strong drink on payday. They could not have bribed their way into a social club or church; yet, they were strangely gentle and patient with small boys. We didn't swear, chew, or smoke in front of them for the simple reason that if we had, a large, calloused hand would have descended resoundingly on our posterior.

I can no longer remember the names of many of the men I knew.

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From

A logging camp crew was a rough lot, but these to talk with a small boy and box his ears if I grownup.

One such nameless individual, who had probably never heard of algebra, calculus, or geometry, taught me to scale a log without the use of a scale stick. I can still remember his teaching: "from the diameter of the smaller end, in inches, subtract four; square one-fourth the remainder, and multiply by the length in feet." Many years later I learned this was Doyle's Rule, the universally accepted scale for the hardwood industry.

"Lon" Rogers, who at that time was hooking tongs on a log loader for Pardee and Curtin, taught me weights and balances by the simple weights and balances by the simple process of demonstrating what would happen if the tongs were

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"Lon" Rogers, who at that time was hooking tongs on a log loader for Pardee and Curtin, taught me weights and balances by the simple process of demonstrating what would happen if the tongs were looked off-center on a log. I must if Lon could have told me the formula for determing the position for the tongs; he didn't

watching the dull red flakes fall off as the smith hammered the metal into shape. Then, there was the hiss of hot metal and water, as the finished article was plunged into water for the required time. It was not until many years later that I realized that I had learned a great deal about tempering metals for various uses from the blacksmith(s).

The logging camps were always a fascinating place to visit. There were usually a few families present in each camp, most of whom had school-age children. I made a point of getting acquainted with these children, in hopes of being able to stay overnight at the logging camp.

(Continued on Page 7)



Collection of G. Leroy Crislip Shay of the Greenbrier, Cheat & Elk is typical of the locomotives used on logging

and tan hound; father was This noble traits owned he heck boys, He would g that walked. ne. He would pon to do so: to do, he hours in the ch minnows. hever caught it a good try. was addict-E. Things to gaive hims a ighed about ill muscle, to match.

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Another nameless individual - a swamper in the woods - taught me the elements of leverage by demonstrating what happened if you placed a rock at different positions under a pole. Someone else taught me how to set and file a crosscut saw and how to grind and file an axe.

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Vin

The blacksmith shop was always a fascinating place to visit. If the smith was busy, he might even let me turn the handle to the forge. There was always the thrill of seeing the white sparks shoot off a piece of metal in the forge and



From the Knicely Collection & logging samp craw was a rough lot, but these men always found time to talk with a small boy and box his ears if he tried to swear like a

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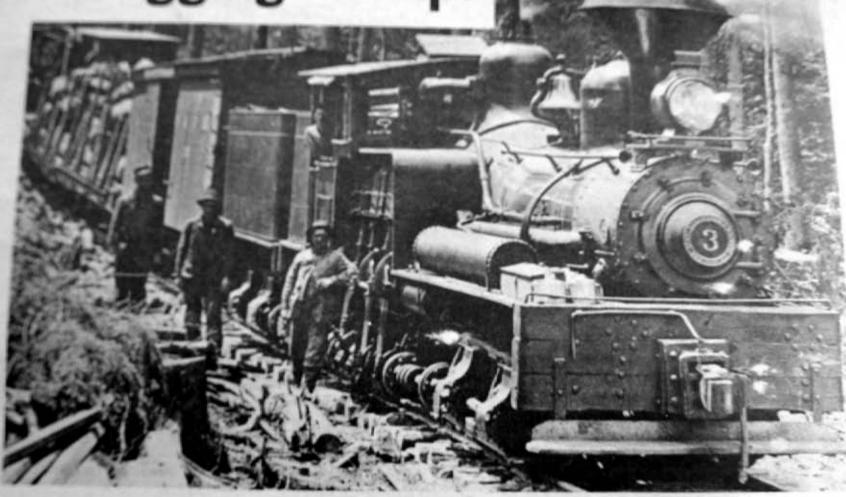
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Scenic Railroads Are Lots Of Fun, But .

Ronald

Hardway

Exergence who rides a scanic railroad momentally enjoys the ex-perience. Many people approcrate the more eight and sound of a chain teconomics parting and ac-menting along. One can almost obtain a college education obser-ong and working with the people who come to ride the train. For Muse who own establishments that caller to a scored frameward, their juy is transmissed when it comes time to spend their profits. Those people who actually run the train or experies operations feel great satisfaction every time a capacity filled train chaps away from the station, white steam and black

station, while shears and black crocke filling the sky.

that organizing and operating a sounce railroad is not all fan and garine. There is a great deal of adjustant in the same properties as a sound railroad is a good that a sounce railroad is a good thing to have. But there is also much frustration and time-conmuch frustration and time-con-mening hard work in creating a scanic railroad. A series of artictes in the Webster County news papers recently outlined the proagent a factory of planning the development of the Webster Randelph Baltiman Propin land by morks or how it came about. To help people understand exactly what it takes to create a very railroad the following paragraphs will summarize the problems invalued in the creation and opera-

Bailroad will be owned and operaand the Department of Natural Resources will be evaporable for the actual operation of the train. Before the State can own the railread the West Virginia), egislature must appropriate the hands rec-sessing for creating and developing the colound. The first gratiers But the Watsher Randolph Scenic Retriest backers face in securing Lagrangian to the poord where it is writing to authoraty funds for the historian Maketer County Mondair at the Images of Delegates, D. F. Green, and I obtachers a bill one has those of Delegates and my his delegates to appropriate the ministery foods. Carl General to Authority, State Sensitive Ir even the health Sensitival District, will



floor of the State Senate. But the more introduction of these vital pieces of legislation-does not guarautou Boer passage. Private in-dividuals will be talking with var-ious members of the state legis-tature in an effort to convence them that the Webster Randolph Railroad will become a permanont and paying proposition. But neembers of the general public can be of invaluable assistance. in among the seguest of the state-legislature. Legislature are, ofter sit, representative of the people, and one can expect from in favor secretalizingly favor. But the public must inform its representalives of their opinion before the egislators can The simplest and most effective method of communicating with pu-blic officials is via personal let-

ence Hailroad to inform his re-presentatives that he favore the project.

For Pieze people who do not write letters because they "just eac't put it in writing" the editor of this special newspaper has prepared a form letter for the paper that can simply be oligned out of the paper and mailed to any Sen-ator or Delegate of his choosing, afor or Delegate of his choosing, but professibly the ones with re-present his particular county or area in Charleston. For those who deligate in supersong their countries to any something for them raises of state Senators and Delegates are provided in the same gates are provided of the clip out let-ber. Thus, the problem of winning the support of the State Lega-iature can quickly be solved by quick action on the part of in-tervaled citizens.

There are offer important pro-blems that most be approached by those who have worked directly for conguration is conded in every contains, but some problems with the Wolnton-Handrigh Harlroad go



ed by the Western Maryland Railroad on the Elkins to Webster Springs section

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Collection of Gardon T. Hamrick

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Scenic Railroads Are L

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Everyone who rides a scenic railroad immensely enjoys the experience. Many people appreciate the mere sight and sound of a steam locomotive puffing and screeching along. One can almost obtain a college education observing and working with the people who come to ride the train. For those who own establishments that cater to a scenic train crowd, their joy is tremendous when it comes time to spend their profits. Those people who actually run the train or supervise operations feel great satisfaction every time a capacityfilled train chugs away from the station, white steam and black smoke filling the sky.

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But organizing and operating a scenic railroad is not all fun and games. There is a great deal of satisfaction in convincing people that a scenic railroad is a good thing to have. But there is also much frustration and time-consuming hard work in creating a scenic railroad. A series of articles in the Webster County news-series in the Webster County news-series in the Webster County news-



introduce a like measure on the floor of the State Senate. But the mere introduction of these vital pieces of legisaltion does not guarantee their passage. Private individuals will be talking with various members of the state legislature in an effort to convince them that the Webster-Randolph Railroad will become a permanent and paying proposition. But members of the general public can be of invaluable assistance in winning the support of the state legislature. Legislators are, after all, representative of the people, and one can expect them to favor something that the general public overwhelmingly favors. But the public must inform its representatives of their opinion before the legislators can act accordingly. The simplest and most effective method of communicating with public officials is via personal let-

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But organizing and operating a scenic railroad is not all fun and games. There is a great deal of satisfaction in convincing people that a scenic railroad is a good thing to have. But there is also much frustration and time-consuming hard work in creating a scenic railroad. A series of articles in the Webster County newspapers recently outlined the problems faced in planning the develepment of the Webster-Randolph Scenic Railroad. People tend to appreciate something more if they Understand how that something works or how it came about. To help people understand exactly what it takes to create a scenic railroad the following paragraphs will summarize the problems involved in the creation and operation of a tourist attracting scenic railroad.

The Webster-Randolph Scenic Railroad will be owned and operated by the State of West Virginia and the Department of Natural Resources will be responsible for the actual operation of the train. Before the State can own the railroad the West Virginia Legislature must appropriate the funds necassary for creating and developing the railroad. The first problem that the Webster-Randolph Scenic Restroyd backers face is securing the support of the West Virginia Lagislature to the point where it is willing to authorize funds for the railroad. Webster County Memher of the House of Delegates, D. P. Green, will introduce a bill into the Mouse of Delegates asking the delegates to appropriate the recessary funds. Carl Gainer of Richmond, State Senator from the Swelter Senstorial District, will

can be of invaluable assistance in winning the support of the state legislature. Legislators are, after all, representative of the people, and one can expect them to favor something that the general public overwhelmingly favors. But the public must inform its representatives of their opinion before the legislators can act accordingly. The simplest and most effective method of communicating with public officials is via personal letter. Therefore it becomes the responsibility of each citizen who favors the Webster-Randolph Scenic Railroad to inform his representatives that he favors the project.

For those people who do not write letters because they "just can't put it in writing" the editor of this special newspaper has prepared a form letter for the paper that can simply be clipped out of the paper and mailed to any Senator or Delegate of his choosing, but preferably the ones who represent his particular county or area in Charleston. For those who delight in expressing their own opinion and hate for someone else to say something for them names of state Senators and Delegates are provided on the same page that carries the clip-out letter. Thus, the problem of winning the support of the State Legislature can quickly be solved by quick action on the part of interested citizens.

There are other important problems that must be approached by those who have worked directly for the railroad. Public support and cooperation is needed in every instance, but some problems with the Webster-Randolph Railroad go beyond the experience of the general public. One of these problems

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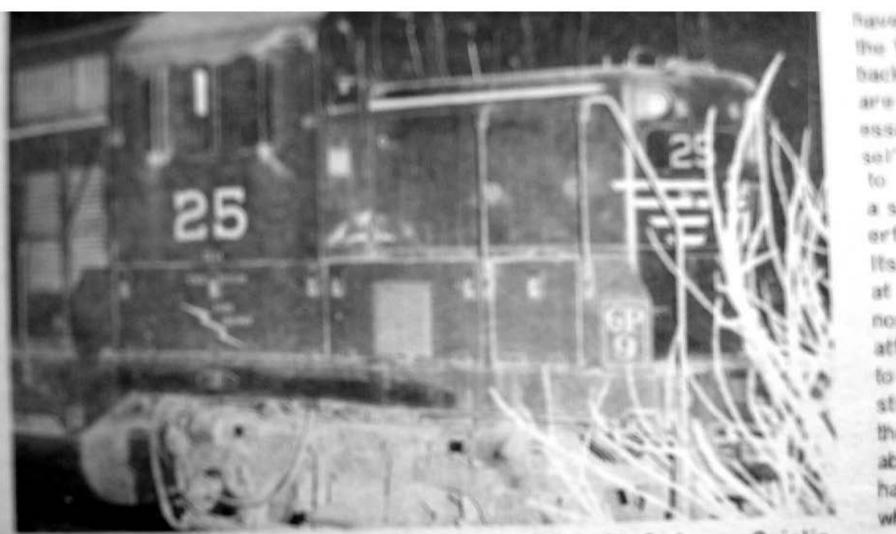


Photo by G. Leroy Crislip

ALTHOUGH EFFECTIVE, diesels, such as this GP-9 seen in night action at Bergoo, simply do not have the appeal and crowd-drawing power of steam locomotives.

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The passenger cars also must be comfortable and attractive. Elsewhere in this newspaper is an account of a "scenic trip" the editor and writers for this paper took from Elkins to Spruce on the Western Maryland Forest Festival On this particular trip Special. several cabooses were utilized to handle the overflow crowd. Riding in a caboose was unique and exciting the first ten miles of the trip, but the last one hundred-ten miles produced bruises, aches and pains that no wild bronco rider ever dreamed of having. The cabooses simply were not equipped with the Shaver's Fork Plateau and the Elk River Valley agree that unspoiled mountain scenery will be the main selling point of the Webster-Randolph Scenic Railroad. But even this magnificent, wild mountain beauty poses problems for the scenic railroad developers.

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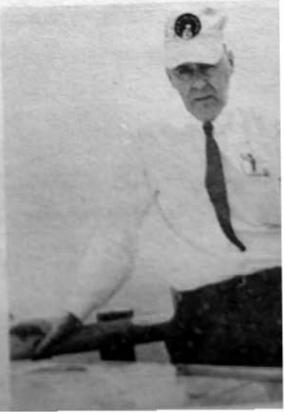
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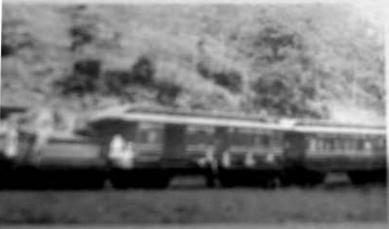
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ATOING THE RAILS FROM ELKINS TO SPRUCE

Leroy Crislip

What a it like to actually ride a cenic railroad? The feam wich is trying to establish e Webster-Randolph Scenic Pailroad just had the unique experience on October 4, 1970 of taking just such a trip over what will be one half of the proposed scenic line. The following is the account of that excursion.

The railroad team arrived in Elkins at 6:30 a.m. on October 4. and stepped out of our warmcars into the early-morning cold and proceded to wind our way to the Western Maryland station where we were to meet Sheriff Given before starting our trip over the Western Maryland from Elkins to the site of the former town of Spruce near Cass. After taking a quick look around, we discovered that Sheriff was nowhere to be seen. Assuming that he was either talking with some railfans in the cark of the railroad yard or getting a few last minutes of sleep, we had a quick conference to decide where on the train to spend the rest of the day. Western Maryland cabpose number 1826, the third from the front of the train, was chosen, and most of the group proceded to make themselves at home in one end of it. At first we had considered riding in one of the open cars. for photographic purposes, but the warmth of the caboose was much too imeting for us to resist.

God and I decided to try to find - Short and make sure he would



not miss the train. After walking in a roundabout way to the Tygart Hotel, I learned that Sheriff had already left to get a cup of coffee at a nearby restaurant where Dad Dad had already found him. We left him to retrieve his overcoat after admonishing him to make the train on time and headed back toward the station where the Cass Scenic Railroad Heisler number six was making its presence known with noise, smoke, and steam as it moved into position at the head of the cars.

Arriving at the train I found Phil Bagdon of Alexandria, Virginia, who had been along as reporter for the trip made earlier from Webster Springs to Spruce. and after completing our photography for the moment, we boarded the train. Western Maryland diesel, type GP9, number 28 slowly backed toward the Heisler and coupled up with it to complete the motive power setup for the first part of the journey. At 7:38 a.m. the locomotives backed toward the station and coupled together the assortment of cars which were to

comprise the train. Those of us who had already settled down in the caboose thought the trip had started and headed for the vestibule grabbing cameras and notebooks as we went. Seeing it was a false start, we returned to our seats in the caboose and having lost the excitement of the moment, once again became sleepy, hungry, and uncertain about what the day would hold for us.

No sooner than we had settled down we were suddenly jerked awake by the train starting to move once again. The previous scene was repeated complete with cameras and notebooks flying in all directions. Now we were sure that the trip had begun, only to find us stopped once again a few yards down the track.

While waiting for the train to start again we began discussing the plans for the day and made sure we had lost no one in the confusion. Sheriff Given was already working on his first cigar of the day and had started promoting the scenic railroad with the other passengers. My father, George E. Crislip, was there with Sheriff talking about the railroad and trying to keep the railroad had Sheriff had given him from sliding down over his ears while Ronald V. Hardway was limbering up his writing arm jotting down notes about the problems involved in operating a scenic railroad, and the trip which had not quite begun. Clifford P. Carpenter, who had planned to observe the trees and other plant life along the tracks, was busy trying to find some greenery in the wasteland of the railroad yard, Jerry Winkler, President of the Webster Springs High School Forestry Club, was taking



Photo by G. Leroy Cristip HEISLER NUMBER 6 at Elk River Junction, 20.8 miles from Elkins.

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The train moved away from the station at 7:57 a.m. travelling very slowly down through the railroad yard, crossing a bridge over the river, and gradually increasing speed as it left Elkins. Leaving the city the train crossed over routes 250 and 219 and a short distance later crossed over route 33 and then wound its way around the low mountains to the east where the sun was already casting a warming glow as it filtered through the trees near the summits.

We began precaring for the tunnel which is located 4.8 miles from Elkins and at that point extends through the mountain allowing the tracks to pass under route 33. Soon we were there, and as I began taking photographs of the train entering the tunnel, Jerry grabbed me by the belt to keep me from falling. Then the dark of the tunnel closed around us blotting out all light except the feeble glow cast through a window in the cab-

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Scenic Railroads Are Lots Of Fun, But

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and crafts shops and museums containing items of local history and culture. Here again, they will will come to Elkins and Webster Springs expecting to find modern modities, or antique shops stocked probably expect to find local arts be looking for convenient and re-There will be many people who will come to both towns simply stores stocked with modern cam-Webster Springs must put forth every effort to attract and keep a profit. Expenses will run too high to continue taking chances that Here is where community action luture of the railroad. Elkins and a tourist trade in their town to see the train. But these peopl scale the Webster-Randolph Scenic Railroad must quickly show and support is essential for the the railroad will pay for itself Because of its largeness with genuine antiques.

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> almost to the point where one can olph Scenic Railroad increases ista, the chanced of capacity crowds to ride the Webster-Randputable dining and sleeping faci-lities. If Elkins and Webster Springs themselves can attract tour guarantee daily capacity trips.

Webster Springs poses the only one involved how much fun and proster Springs and Elkins to take Festival, we have no doubt that Elkins can hold up her end of the Webster-Randolph Scenic Railroad question. We hope the May "Special" will make it obvious to every continuous success of the Forest power of the railroad as well as the willingness and ability of Webfor May 1-2, 1971, will serve as authoritative barometer to mea-The special trip, now scheduled sure both the tourist drawing care of the crowds.

Given Construction Co., Inc.

Commercial & Industrial Building

COWEN, W. VA.

FROM ELKINS TO SPRU

by 6. Leroy Crislip

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What is it like to actually ride a cenic railroad? The team which is trying to establish be Webster-Randolph Scenic Railroad just had the unique experience on October 4, 1970 of taking just such a trip over what will be one half of the proposed scenic line. The following is the account of that excursion.

The railroad team arrived in Elkins at 6:30 a.m. on October 4, and stepped out of our warmcars into the early-morning cold and proceded to wind our way to the Wieslarm Maryland station where we were to meet Sheriff Given before starting our trip over the Missiann Maryland from Elkins to the site of the former town of Sprune mear Cass. After taking a quick limit around, we discovered that Shoroff was nowhere to be seen. Assuming that he was either talking with some ravilans in the dark of the rationed yard or getting a tow last minutes of sleep, we had e quick conference to decide officers on the train to assend the rest of the day. Mostorn Maryland catsome number 1606, the third from the Brand of the Brand, was chosen, WHEN PERSON OF THE PERSON NAMED



not miss the train. After walking in a roundabout way to the Tygart Hotel, I learned that Sheriff had already left to get a cup of coffee at a nearby restaurant where Dad Dad had already found him. We left him to retrieve his overcoat after admonishing him to make the train on time and headed back toward the station where the Cass Scenic Railroad Heisler number six was making its presence known with noise, smoke, and steam as it moved into position at the head of the cars.

Arriving at the train I found Phil Bagdon of Alexandria, Virginia, who had been along as reporter for the trip made earlier from Webster Springs to Spruce, and after completing our photography for the moment, we boarded

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(Runald V. Hardway - Continued from Page 11)

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Photo by G. Leroy Crislip LIMBER 6 at Elk River Junction, 20.8 miles from Elkins,

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At 5:14 a.m. we stopped at a siding, which is named Woodrow (Continued on Page 13)

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The special trip, now scheduled for May 1-2, 1971, will serve as authoritative barometer to measure both the tourist drawing power of the railroad as well as the willingness and ability of Webster Springs and Elkins to take care of the crowds. Due to the continuous success of the Forest Festival, we have no doubt that Elkins can hold up her end of the Webster-Randolph Scenic Railroad. Wabster Springs poses the only guestion. We hope the May "Special" will make it obvious to everyone involved how much fun and profill a lot of hard work can create.

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too inviting for us to resist.

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road yard. Jerry Wink dent of the Webster Sp School Forestry Club, w

Scenic Railroads Are Lots Of Fi

(Ronald V. Hardway - Continued from Page 11)

will be most interesting to tourists, most of whom seldom get the chance to journey through a bonafide These "photo stops" wild area. must be worked into the train's "Photo stops" pose timetable. many problems which include such questions as how long the train will stop at a particular place, whether or not the passengers will be permitted to disembark from the train, and whether food will be served during a particular stop. These questions must be answered before the train makes its first run not only for the comfort and pleasure of the tourists, but also for the continued success of the train as a "scenic" railroad.

In pinpointing interesting sights along the route that might deserve a "photo stop" a question always arises about who ownsthe land where the interesting feature is located. In most cases the cooperating railroad company will not own much territory beyond the boundary of the tracks. The land on either side of the tracks will be owned by private individuals or companies. Permission must be sought and granted before the scenic train can halt and discharge passengers to tromp over someone's land taking photographs. These negotiations sometimes reguire a great deal of patience and understanding cooperation between negotiators for the railroad and the private owner before an agreement can be reached. Even when permission is granted to allow tourists on private land, extreme vigilance must be exercised by train personnel to make certain the tourists do not abuse the privilege to go on private land by littering or destroying private pro-

Most interesting sites along the Webster Randolph route are completely undeveloped. Some cannot even be recognized as "interesting" until much hard labor is put forth to develop the scenic attraction to the point where tourists will consider it worthwhile to get off the train to look at the sight. Local assistance is invaluable in defining interesting points and preparing them for a tourist train.

Another important problem that is completely out of the hands and responsibility of the railroad creators is the ability of the scenic railroad home ports to handle a heavy tourist traffic. The Cass Scenic Railroad now attracts upwards of sixty thousand tourists annually. Cass is able to provide this staggering amount of visitors with recreation, but it cannot provide them meals or lodging. Fortunately several private developers in the Cass area recognized the potential value of the Cass Railroad, and several first class motel-restaurant units exist in the Cass area. Already the city of Elkins is well endowed with hotels, motels and restaurants, due mainly to the annual Forest Fest-These facilities would be able to host an extra hundred thousand visitors annually.

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trary, would find it ver to handle such large cro re are no large, mod motel or restaurant co or near Webster Spring facility is being rushe completion in time fo 1-2 special trip using locomotives and train establishment is not enough for Webster support its end of the s road bargain. Cass h daily crowds which n the thousands. Webs will have great difficu crowds in the dozens.

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trary, would find it very difficult to handle such large crowds. There are no large, modern hotel, motel or restaurant complexes in or near Webster Springs. One new facility is being rushed towards completion in time for the May 1-2 special trip using the Cass locomotives and trains, but this establishment is not going to be enough for Webster Springs to support its end of the scenic railroad bargain. Cass has handled daily crowds which numbered in the thousands. Webster Springs will have great difficulty handling crowds in the dozens.

Finally, there is the cost of operation of the scenic railroad. In the beginning the cost of operations for the Webster-Randolph Scenic Railroad will have to be borne by the taxpayers of West Virginia. The reason for this is that the railroad will be operated as a state park with the State of West Virginia being held responsible to meet costs. situation cannot persist. The people of West Virginia cannot be expected to continuously pay for the railroad. The train must eventually pay for itself or there can be no justification for its continued The Cass Railroad mxistence. operated in the red during its first few seasons, but Cass now more than pays its own way. Thanks to the persistence and dedication of a few individuals and widespread community cooperation, the Cass Scenic Railroad has overcome its early deficits and is now a permanent tourist attraction for the State of West Virginia and local residents in the Cass

Because of its largeness of scale the Webster-Randolph Scenic Railroad must quickly show Expenses will run too high to continue taking chances that the railroad will pay for itself. Here is where community action and support is essential for the future of the railroad. Elkins and Webster Springs must put forth every effort to attract and keep a tourist trade in their town. There will be many people who will come to both towns simply to see the train. But these people will come to Elkins and Webster Springs expecting to find modern stores stocked with modern commodities, or antique shops stocked with genuine antiques. They will probably expect to find local arts and crafts shops and museums containing items of local history and culture. Here again, they will be looking for convenient and re-

representative and worst of Shaver's Fork highest stream clothed in its y ing mist provide derness scenery of the area alcome the Websti Railroad. Per and that from Springs is unn Since much of cessible by r railroad would view this bear to remain in turbed wilders

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putable dinir lities. If El rings themse ista, the o crowds to ri olph Scenic almost to th quarantee da

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ALONG THE SCENIC RA

by Gordon T. Hamrick

When Sheriff Given first outlined his proposed Webster-Randolph Scenic Railroad last fall to
a group which was to become
known as "the railroad team,"
Leroy Crislip and I conceived the
idea of travelling the entire length
of the proposed route. Not only
would we photograph all, to prepare a slide show to promote the
Scenic Railroad, but we would also
record our impressions in a notebook.

Since that time, I have travelled, on foot, the Scenic Railroad route from Webster Springs to Slaty Fork or Laurel Bank, if you are a railroad buff. To be sure, I did not make the trip at one time; often I traveled only a mile or so, as time and circumstances permitted. Leroy has covered the same route on foot; he has the added experience of having traveled the same route via railroad truck.

From Webster Springs to Slaty Fork, as the crow flies, is a distance of about eighteen miles. A good hiker can make it on foot in nine hours. As the Scenic Railroad winds, the distance is something nearer three times that distance. A steam engine, such as a Shay or Heisler, will require about four hours running time for the trip; additional time will be required for water stops and the mevitable photographic stops.

For his eight or ten or twelve hours traveling on the Scenic Rail-rood, what can the tourist expect in the may of scenery? Between Methodic Springs and Slaty Fork, the increase in elevation is approximately 1500 feet. Show, the flora in the Slaty Fork area is completely different from that in the Webster Springs area. Paradoxically, the series rook formations found at Webster Springs area. Paradoxically, the series rook formations found at Webster Springs person along the bosons found springs person along the bosons found springs person along the

rises above drainage.

Immediately above the Greenbrier Limestone is the Webster Springs Sandstone, so named for the exposure at Lovers Leap, east of Webster Springs. This member forms the massive cliff along the Elk River, and is responsible for both the Cherry Falls of Elk and Whittaker Falls. As a rule, the Webster Springs Sandstone is a massive, hard, gray, rock, although occasionally it may be intermixed with red shales.

The above two formations are the primary rock formations along the length of the Scenic Railroad, although another limestone, thought to represent the Hinton Limestone, outcrops along the Scenic Railroad at the Kovan Syncline, opposite the high school, and again at Hickory Lick. Overlying formations are of only academic interest, since they will not be generally accessible to the traveler on the Scenic Railroad. It might be well to point out, however, that the entire Mississippian and Pennsylvanian series of rocks consist of alternating hard sandstones or limestones and red shales. Thus, the topography features steep slopes or cliffs, intermingled with broad benches.

The hard, massive, and durable character of the Webster Springs Sandstone has determined the chacterististics of the topography immediately along the Scenic Railroad and has, as well, influenced the types of flora and fauna to be found in the area. Resistant to erosion, the Webster Springs Sandstone has channeled the Elk River into a narrow V-shaped valley. often only a few dozen yards across. The high cliffs formed by the Webster Springs Sandstone discourage growth of the normal flora; consequently, one can expect to find mostly lichens, mosses, hardy forms, and possibly a few tenacious



THE PARD action by the Now only ruin

for the Scenic R simple reason the route travels throferent forest-type different times.

A typical Whit Forest Association of the following states: Dominant White Oak

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Northern Red C
Black Oak
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Shagbark Hicke
Mockernut Hick
White Ash
Wild Black Che
Tulip Tree
Shrubs:

Flowering Dog Maple-leaved Prickly Goose Paison by Common Hate Shadhook

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For his eight or ten or twelve hours traveling on the Scenic Railroad, what can the tourist expect im the way of scenery? Between Webster Springs and Slaty Fork, the increase in elevation is approximately 1150 feet; thus, the flora in the Slaty Fork area is completely different from that in the Webster ferings area. Paradoxically, the same ruck formations found at Webster Springs persist along the Science Railroad well into Randolph County, to a point near Mace, where the Greenbrier Limestone rissis altitue drainage and the Scenic Railroad crosses it.

Fur the scientifically minded, the Greenbrier Limestone is the alidest rack formation exposed in Misbeller County - or along the Somic Railroad, for that matter. It sufersps in the Elk River bed all Walkelar Springs; near Bergoo, where it is visible only during periods of low river flow; just Sellow Militaker Falls, on the Webafter-Rundsliph County line; and at a point mear miliagnest \$3, where it

at the Kovan Syncline, opposite the high school, and again at Hickory Lick. Overlying formations are of only academic interest, since they will not be generally accessible to the traveler on the Scenic Railroad. It might be well to point out, however, that the entire Mississippian and Pennsylvanian series of rocks consist of alternating hard sandstones or limestones and red shales. Thus, the topography features steep slopes or cliffs, intermingled with broad benches.

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One interesting anomaly is the presence of dozens of tiny waterfalls along the Scenic Railroad. These are reminiscent of the hanging waterfalls of the Grand Canyon or Yosemite Valley. Interspaced within the waterfall, each occupying a particular niche adapted to it's requirements, will be found various moisture-loving plants, the species of writch varies with the season.

It is not possible to describe a "typical" forest association type

THE PARDI action by the Now only ruin

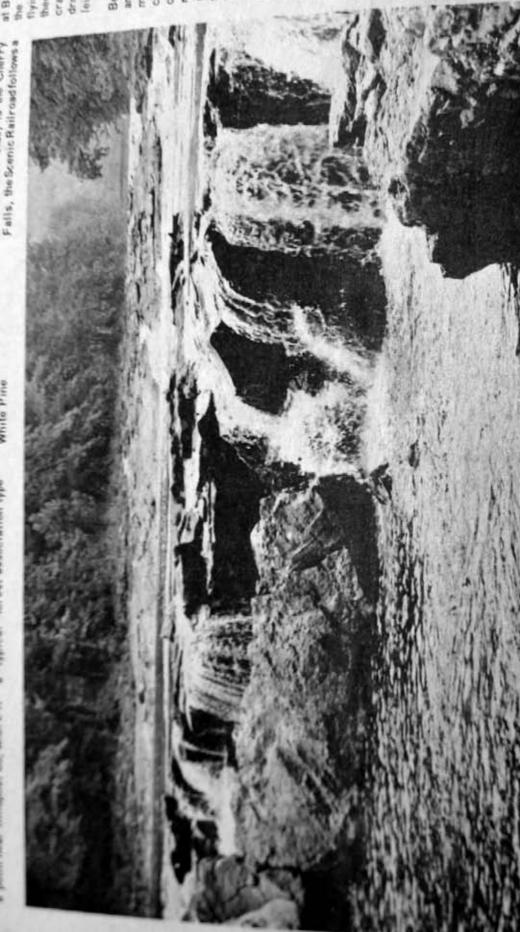
for the Scenic R simple reason th route travels thro ferent forest-type different times.

A typical Whi Forest Associati of the following s Trees: Dominan White Oak

Associa Northern Red Black Oak Scarlet Oak Shagbark Hick Mockernut Hi White Ash Wild Black Ch Tulip Tree Shrubs:

Flowering Do

Maple-leave Prickly Goor Poison Ivy Common Ha Shadbush The typica Birch Fore consist of Trees: Dom Sugar Mag Beech Yellow Bir Associate -Black Birch Wild Black Northern R Basswood Tulip Tree American N Eastern Her White Pine



one day become a glorified rapid. However, for many years to come it will be noted for its scenic WHITTAKER FALLS ON ELK RIVER although scenic is gradually wearing down into what will

Photo by G. Leroy Crislip

Crack Crack

on the river side, is the Cherry

Eastern Hemiock White Pine

forest association type

and Curtin may be see complex, o ridge wher is covered site of the fully cover ous types. Bergoo, the including Mountain

at one ti largely. pridges have lo difficulty which is

Collection of

THE PARDEE & CURTIN LUMBER Company double-band sawmill at Bergoo action by the camera of one of the area's early photographers during the glory New only ruins and memories remain.

for the Scenic Railroad for the simple reason that the railroad route travels through several different forest-type associations at different times

A hypical White Oak-Red Oak Forest Association would consist of the following species:

Trees: Dominant -

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White Ash

Willd Black Cherry

Tulip Tree

White the same

Flowering Dogwood

Maple-leaved Viburnum

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The Represel Super Maple-Beachurati Farasi Association would

migh of the following species. ress: Buningel -

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SECTION ...

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Shineswood.

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Amorrose Mountain Ash

Captery Remind

White Pine

Shrubs:

Hobble-Bush Striped Maple Mountain Maple Witch Hazel Wild Hydrangea Round-Leaved Gooseberry Large-leaved Holly Wild Red Raspberry

In the southeastern section of Webster County, the White Oak-Red Oak Forest Association is best represented; eastward, toward Randolph County and Slaty Fork, the Sugar Maple-Beech-Birch Forest Association is predominant.

The number of species of wildflowers varies directly with the season. Records of a trip taken in early May of 1970, between Byers(mine No. 4) and Whittaker Falls, show a total of some fiftyodd identified species - and I am There is a vast no botanist. difference between having an experienced field botanist, such as William "Bill" Gillespie on hand, and having to leaf through a field

guide, indentifying plants thru the process of elimination.

To the traveler who has never been in the Webster-Randelph-Purcehontas area, and who is boarding the Scenic Railroad for the first time. the paints of interest might be as follows: At Webster Springs. the Greenbrier Limestone in the Els Bloor bad, followed closely, on the right, by the Kovan Syncline. A short distance upstream, still on the river side, is the Cherry Falls, the Scenic Railroad follows a

relatively the right remains of No. 1 are tain at Pa river, the distance ton), site sawmill, and Cur a clean on the S

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White Oak Associate -Northern Red Oak Black Oak Scarlet Oak Shagbark Hickory Mockernut Hickory White Ash Wild Black Cherry Tulip Tree

Shrub's:

Flowering Dogwood Maple-leaved Viburnum Prickly Gooseberry Poison Ivy Common Hazelnut

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The bosical Sugar Maple Beachrun Eurest Association would

consist of the following species: Trees: Dominant -

Sugar Maple Beech Yellow Birch

Associate -

Black Birch Willd Black Cherry

Niprthern Red Oak

Basswood

Tulip Tree

Renemican Mountain Ash

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Between a stretch o in length lined with ternating enic Rail of the r Along thi ture-lovi gle with Deep por rifflas: ions on

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Collection of Gordon T. Hamrick de-band sammill at Bergoo was captured in ographers during the glory days of logging.

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section of White Oakdomics heat toward Ray Fork, the rate Forest name.

me of wildty with the first later by suttween Minimater some fiftyand I am its a west ing an soit, such se a son famili

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the right side of the Elk. The remains of Pardee and Curtin Mine No. 1 are visible high on the mountain at Parcoal, while across the river, the town is visible. A short distance upstream is Curtin(Bartum), site of the Pardee and Curtin sawmill, and former site of Pardee and Curtin, a clean little town, lies directly on the Scenic Railroad route.

Between Curtin and Bergoo lies a stretch of track of several miles in length which is predominantly limed with a series of cliffs, alternating with farmland. The Scenic Railroad is first on one side of the river; then on the other. Along this section of river, moisture-lowing Sycamores infermings with acid-lowing Hemlocks. Deep pools alternate with shallow number on the surface of the pools.

Minet resident bords have arriund, providing we have a normal source, and have started realing.

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who has never befor-Randolphind who is boardroad for the first of interest might Nebster Sprimps, imediate in the towed classity on Kovan Synchine, applicam, still , is the Cherry sillroad fallows a



gle with acid-loving Hemlocks, Deep pools alternate with shallow riffles; clouds chase their reflections on the surface of the pools,

Most resident birds have arri-

The air is full of song, as the males serenade their mates. The first flights of warblers have passed through; if the weather is inclement, one looks for Redstarts and Yellow Warblers along the cliffs, where they congregate to utilize whatever little heat the racks may contain. Fish crows have already taken up residence and are searching the river banks for crayfish. Further upstream, at Byers, it is possible to observe the fish crows catching crayfish, flying into the air, and dropping them upon the "slickrocks" to crack the shell. The crow then drops down to the rock and dines leisurely upon the crayfish.

On the left side of the Elk, at Bergoo, the remains of the Pardee and Curtin double-band sawmill may be seen. Of the huge mill complex, only the concrete shell of the boiler house remains. The ridge where the water tower stood is covered with young timber. The site of the waste burner is mercifully covered with saplings of variour types. The old railroad grades, including the one crossing Point Witnessen, cam be located only with stemments. The huge entityard, which is required to have held all once firms more than night mak-Scott Scott of Sant of Surviver, force terrigence grown up marrows, arthurspia flow gardients are still in excitance. The company stores, wardinates,





intended to be permanent, but today a few lines still exist. The Western Maryland utilizes part of a former logging railroad, the Greenbrier, Cheat & Elk, in the mountains of West Virginia; and the presently operating Cass Scenic Railroad uses a part of the same former rail network. Although some railroads used treated ties, usually they were cut from trees along the right-of-way and were left untreated to cut down on expenses. The rails were light and were usually relays(rails used at a previous location) fastened to the ties in often a haphazard way. Ballast was added if the company's financial condition warranted it and amitted or only added sparingly if things were a little tight. grade was usually steep and uneven and non-cog railroads with grades as high as 14% were not uncommon. This meant that for every 100 feet frausilied over the rails, the locomotive gained 14 feet elevation.

The types of locomotives used in the local paintable varied greatly.

The local fives, some were constructed to hauf large loads on the lesser grades, and others were specialized locomotives designed to manhandle log trains over the steepest possible grades under the world possible conditions.

The first higging incorrectives come to the woods as castoff equipment which had served its purpose on the manifest, and so longer was seetal thore. These once fore tocorrections carriery lost much of their glamour since the logging

Its run. As it steamed toward me I experienced a feeling of excitement at the sight of this huge metal beast, this strong man of logging railroads -- a throwback to an age gone by. Thundering past it showered us with smoke and cinders from the stack, and steam

A modern ureser rustructure utr fers from the rod type steam locomotive in that with most models prolonged overloading can be tolerated with undue loss both to effectiveness and fuel consump-A steam locomotive with relatively small drivers - around 40 inches or less - is generally designed in such a way that its effective minimum speed is low: however, this results in a lessened maximum speed, so it becomes obvious that no one steam locomotive could perform all types of service equally well. Of course, in many instances, locomotives were pressed into such service and did perform acceptably; the fact remains that it is a mechanical impossibility for them to have given top performance in all instances.

What all this means is that steam locomotives designed to haul heavy loads at low speeds had low drivers and exerted a great amount of tractive effort. Also the top speed of these locomotives was relatively limited. Steam locomotives designed mainly for passenger or express service were constructed with drivers in excess of 40 inches(usually in excess of 50 inches) and consequently often had to be "helped" out of the yards with a pusher until the minimum effective speed was reached. The problem with these locomotives on logging operations was simply that they usually needed to run at higher speeds than were possible on the typical logging railroad.

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The first logging locomotives came to the woods as castoff equipment which had served its purpose on the mainline, and no longer was useful there. These once fine locomotives rarely lost much of their glamour since the logging train crews maintained a very marked pride in the appearance of their equipment. These locomofives, usually American Standard types, were originally designed for speeds quite in excess of that enamuntered in the woods. Consequantity the drivers were large to allow the cylinders to create a maximum of practical movement maximum speed, so it becomes obvious that no one steam locomotive could perform all types of service equally well. Of course, in many instances, locomotives were pressed into such service and did perform acceptably; the fact remains that it is a mechanical impossibility for them to have given top performance in all instances.

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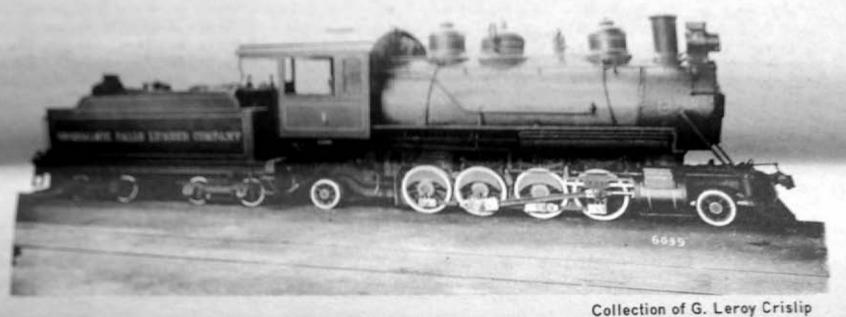
Though the low drivered rod locomotives provided the necessary tractive effort to haul the slow and heavy log trains, they often could not make some of the tighter turns because of their long rigid frame which permitted a relatively small amount of wheel movement laterally in following the curved rails. The pilot wheels at the front of the locomotive were intended to guide

merrow-gauge lecomotive was Typical of those used on the logging railroads of West Virginia.

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THE MIKADO TYPE locomotive here represented by number 1 of the Snoqualmie Falls Lumber Company often was used by logging operations. The low drivers on this 1916 Baldwin were designed for slow speeds and much tractive effort.

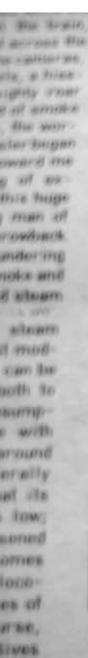
the drivers, but often his was not enough because of he binding of the drivers' flanges against the inner rail surface. When this became a problem, the flanges of some of the drivers were removed to cut down on the binding(which might result in a dera........it), and such drivers were known as "bald wheels."

Also a problem with the rod-type locomotive was the uneven exertion

of tractive force created by the nature of the horizontal rod movement during which certain losses of power occurred. What was obviously needed was a locomotive capable of maintaining a constant tractive effort at a given speed with almost no slippage or loss of power.

On July 17, 1893, a man was born who would apply his inventive genius to this problem-this man was Ephraim Shay. Throughout his lifetime he was a teacher and a doctor, served with the Union Army Corps of Engineers in the Civil War, and eventually became a timberman near Cadillac, Michigan. There he encountered the same difficulties which had plagued loggers for years. In Shay's own words, "The big problem in logging was, and still is, how to get the

(Continued on Page 4)



the hanhave ittaburg & Gulf, American Standard type locomotive built by Baldwin in Callection of G. Larry Cristiq se which was often found working on logging railroads. The high, 63-inch

Collection of G. Leroy Crislip

THIS IS A CLASS B Shay locomotive owned by the Pardee & Curtin Lumber Company. This narrow-gauge locomotive was typical of those used on the logging railroads of West Virginia.



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G. Leroy Crislip

WESTERN MARYLAND'S SHAY Number 6 was the largest stock Shay ever constructed and also the last. It was second in size only to Greenbrier, Cheat & Elk's number

12 which was modified at Cass to weigh 203 tons as compared to number 6's 162.

LOGGING LOCOMOTIVES

(By G. Leroy Cristip - Continued from Page 3)

logs out of the woods." Winter had been the time when most loggers moved the logs out of the woods on horse-drawn sleds pulled over the frozen ground; however, mild winters were a major problem in the 1870's, and Shay attempted to find a solution.

111:

He experimented first with a horse-powered tramway, and later with a locomotive-drawn train using wooden rails. Finding that the lack of flexibility of the locomo-ive constructed in such a manner might be the answer, and with this in mind worked during the winter of 1873. Encountering more problems than he had originally imagined, his work continued for five years until the design had changed considerably. Many of the parts for this locomotive were construcled or modified by Carnes, Harper & Company of Lima, Ohio, later to be known as the Lima Lacomotive Works - the builders of Shay locomotives.

The effectiveness of the design ance proven, other timbermen asked Shay to construct locomotives for them, but he refused and sent them to what was then the Lima Machine Works where a form of the Shay was constructed. On June 18, 1801, Shay obtained a patient on his focumotive, and exclusive manufacturing rights were given to Lima which exentually purchassed the patents.

The design of the Stay locomotive changed many times as it avolved from spright-boolered tocompliant built on small finiteers dome. A pipe carried the compressed steam from this down to
the cylinders. The three crossheads of the cylinders extended
downward, and the pistons moving up and down caused the connecting rods to turn a three-cranked shaft which was held in a frame
bolted to the lower part of the
main frame.

The valve action or link motion was operated by eccentrics which connected to the main crank(below rear of the crankshaft with universal couplings placed along them to allow the shaft to bend and continue to drive the wheels when the locomotive travelled around sharp turns. The wheels were set in pivoting trucks in groups of four with the two on each side connected to those on the opposite side by solid axles. The outer surface of the wheels on the right side of the locomotive was grooved to accept a gear or bevel which was fastened to the outer part of the truck, and connected to the horizontal drive shaft. When this shaft turned, it caused all the wheels to turn - hence, all-wheel drive.

The coal was carried in a bunker directly behind the main part
of the cab, and the water was
contained either in a compartment
in the same section as in the Class
A and B two-truck models or in a
separate, rectangular tank mounted on its own truck with the Class
C model and on two trucks with
the Class D version. The wheels
under this tank were also driven.



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The design of the Shay locomotive changed many times as it evolved from upright-boilered locomotives built on small flatcars to the world's largest and last stock Shay, class 150-3 (Class C), number 6, weighing 162 tons(according to the Baltimore & Ohio), built for the Western Maryland Railroad in 1945, and presently preserved in operating condition in the Baltimore & Ohio Railroad Museum, Baltimore, Maryland.

Greenbrier, Cheet & Elk Railread's number 12 which left Lima
maighing 150 tons. Upon its arread at Cass, West Virginia, it
was summerted from a Class C.
three-truck Shay into a massive
Class D, four-truck model weighing 203 tons including coal and
water. The Shay regardless of
size was not only the first but
also the classic example of the
general incommittee type.

Shape recombined traditional locometions in the annue that they had a ferrior, cab, tender, and the small accessories, but from there on, the difference was marked. They looked imported since the in pivoting trucks in groups of four with the two on each side connected to those on the opposite side by solid axles. The outer surface of the wheels on the right side of the locomotive was grooved to accept a gear or bevel which was fastened to the outer part of the truck, and connected to the horizontal drive shaft. When this shaft turned, it caused all the wheels to turn - hence, all-wheel drive.

The coal was carried in a bunker directly behind the main part of the cab, and the water was contained either in a compartment in the same section as in the Class A and B two-truck models or in a separate, rectangular tank mounted on its own truck with the Class C model and on two trucks with the Class D version. The wheels under this tank were also driven by the jointed, horizontal driveshaft. Since traction was extremely important, provision was made for sand to be placed on the rails in front of the wheels to aid in their adhesion to the often slippery rail surface. Even with this, the loads these locomotives hauled were often so great that they were dragged downhill by the force of gravity.

Shays could take on water almost anywhere there was a large puddle since all that needed to be done was to lower a hose into the water and start the pump. Also



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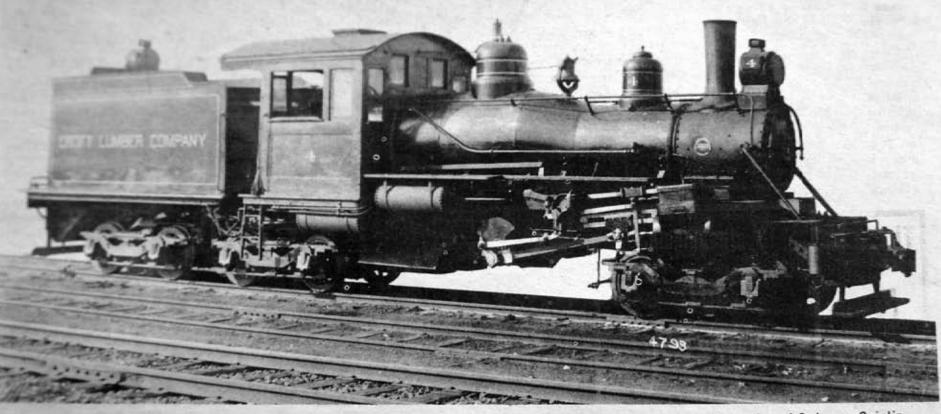
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erapped downfull by the force of gravity.

Shays could take in water almost anywhere there was a large puddle since all that needed to be done was to lower a hose into the water and start the pump. Also shays could extinguish the blaze by a similar method. Shays could run equally well forward or backward and all in all they were remarkably effective at providing the maximum possible constant and could outpull rod locomotives weighing as much as 100,000 pounds more.

The success of the Shay prompted other manufactures to attempt to get " a piece of the action," and several builders entered the there were several versions of geared locomotives, the most noteworthy were the Heisler and Climax, with it being worthwhile to note the Williamette for its similarity to the Shay and the Bald-

(Continued on Page 5)



Collection of G. Leroy Crislip

CROFT LUMBER COMPANY'S BALDWIN geared locomotive, number 4, is basically a copy of the Climax type. Few variations were easily visible.

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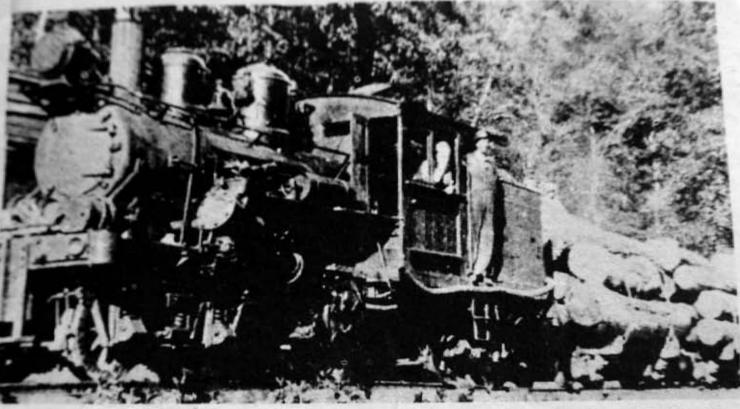
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the side on the personnel was functionalism to sometime prompted on Suren. The where's were and SHARITONIA Branch'S in garciagos of with fire two on each side seried to those on the opposite My world poles. The outpowere of the whereit on the rught of the incornelist was grocered second a goar or beyol which factored to the noter part of brack, and committed to the untal drive shaft. When this turned, it camed all the a to turn - home, all-wheel

most was corried in a bunkwelly behind the main part cab, and the water was sed wither in a compartment ame section as in the Class B two-truck models or in a ic, rectangular tank mountis own truck with the Class of and on two trucks with ss D version. The wheels iis tank were also driven jointed, horizontal driveince traction was extresortant, provision was mand to be placed on the rails of the wheels to aid in sion to the often slippery on. Even with this, the a locomotives hauled in great that they were whill by the force of

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Collection of Earl Cool

THE CLIMAX TYPE LOCOMOTIVE was similar to the Heisler with the main difference being the arrangement of the cylinders and the transfer of power to the driveshaft.

when a spark set a fire in the woods alongside the tracks, the Stays could extinguish the blaze by a similar method. Shays could run equally well forward or backward and all in all they were remarkably effective at providing the maximum possible constant

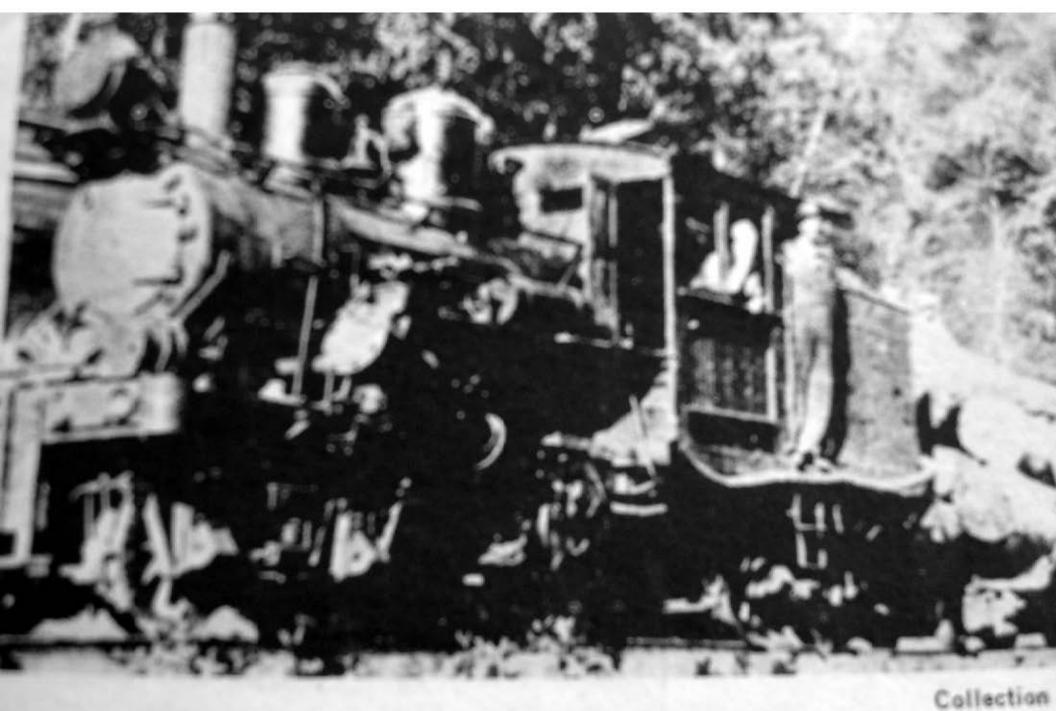
tractive effort for their weight, and could outpull rod locomotives weighing as much as 100,000 pounds more.

The success of the Shay prompted other manufactures to attempt to get " a piece of the action," and several builders entered the

geared locomotive field. Although there were several versions of geared locomotives, the most noteworthy were the Heisler and Climax, with it being worthwhile to note the Williamette for its similarity to the Shay and the Bald-

(Continued on Page 5)

June Elk



THE CLIMAX TYPE LOCOMOTIVE was similar to the Heisler with the main differ the arrangement of the cylinders and the transfer of power to the driveshaft.

-mis 10 Spruce

(By G. Leroy Crislip - Continued from Page 12)

in the Western Maryland timetable, to take on water for the Heisler. Unfortunately, the passengers were not allowed to leave the cars; if they had, they could have witnessed an event which has almost disappeared from the American scene.



Photo by G. Leroy Crislip RON HARDWAY rests up for the day ahead.

After taking on water we headed up the tracks toward Elk River Junction located 20.8 miles from Elkins. Arriving at that point the train stopped on the bridge across which went the tracks to Webster Springs; the other bridge slightly upstream, carries the tracks which lead to Durbin and eventually to Cass over part of the Chosapeake and Ohio Railroad. As the train ground to a half I headed for the door of the caboose and found that on one side of the train there was a drop of what appeared to be beautify foot After the train moved up alightly. Phil saked John Estioran, W. Ve. State Parks Promotion Officer - Department of Natural Resources, of Stern would

Randolph Scenic Railroad later during the day when there was more time.

Mr. Killoran, Gordon, Phil, and I positioned ourselves at one end of the bridge and waited while the GP 9 uncoupled from the train, and the Heisler backed across the bridge to perform for the cameras. With a grinding of wheels, a hissing of steam, and a mighty roar accented by a huge cloud of smoke and a shower of cinders, the world's largest existing Heisler began its run. As it steamed toward me I experienced a feeling of excitement at the sight of this huge metal beast, this strong man of logging railroads -- a throwback to an age gone by. Thundering past it showered us with smoke and cinders from the stack, and steam and water from the cylinders. We could feel the heat from the inferno within it as the fireman shoveled in the coal to feed the fire which heated the water and created steam. This was railroading at its best, and we enjoyed every moment of it.

A short distance up the tracks, the Heisler left us and headed on its solitary way to Cass leaving behind GP9 and many fond mem-





ories in the hear

After collecting ers the train trave to the High Falls. This would no descheduled stops. Randolph Scenic it is a spot of unwith the clear over the rocks the sunlight and ribbon of silver into the mist.

This time, take and food was a several lunch were here Sheri several tourists ryland official tenant J. H. Sny



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Photo by G. Leroy Crislip CLIFF CARPENTER and Gordon Hamrick discuss the Webster-Randolph Scenic Railroad.



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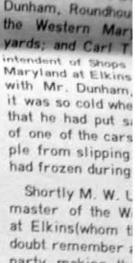
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Photo by G. Leroy Cristip CLIFF CARPENTER and Gordon Hamrick discuss the Webster-Randolph Scenic Railroad.



Shortly M. W. L. master of the W. at Elkins(whom to doubt remember a party making the from Webster Spannounced that it and amid grabb sandwiches and to cameras, our patrain. I felt more the eventual out knowing that the

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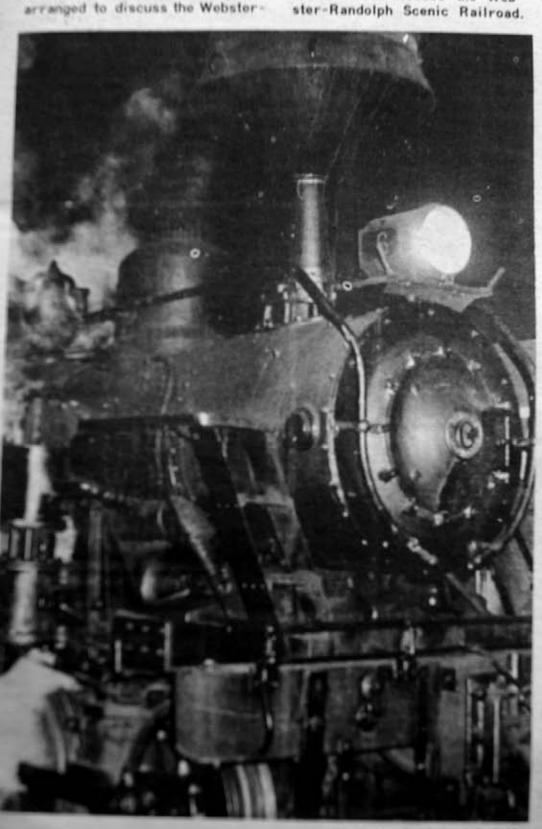


Photo by G. Larry Cristip

CASS SCENIC EAST SCAD Merater number & fires up before them of \$16 ms.

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p the tracks, ad headed on lass leaving food mem-



Cristip and Gora Maballroad.



Photo by G. Lero

THE HIGH FALLS ON SHAVER'S FORK of Cheat River - a stop of the future Webster-Randolph Scenic Railroad.

ories in the hearts of the passengers.

After collecting the photographers the train travelled on upstream to the High Falls of Shavers Fork. This would no doubt be one of the scheduled stops on the Webster-Randolph Scenic Railroad since it is a spot of unique scenic beauty with the clear water cascading over the rocks while reflecting the sunlight and appearing like a ribbon of silver which disappears into the mist and water below.

This time, tables were unloaded and food was sold for the first of several lunch stops. While we were here Sheriff Given talked with several tourists and Western Maryland officials including Lieutemant J. H. Snyder of the Western Maryland Police Department; Carl Durham, Roundhouse Foreman at the Western Maryland's Elkins and Carl T. Shank, Super-

Maryland at Elkins. While talking with Mr. Dunham, I learned that it was so cold when the trip began that he had put sand on the floor of one of the cars to prevent people from slipping on the ice which had frozen during the night.

Shartly M. W. Utterback, Trainmaster of the Western Maryland of Elkinstwitom the reader will no south remember as being intent the partly making the inspection trip from Mubater Springs to Spruce), amounted that it was lines to leave, and amid grathing a few last sandwiches and holding on to our comoras, our partly boarded the ern Maryland were keeping watchful eyes on the proceedings.

At Linan what appeared to be a public relations move took place when the train stopped, and the passengers were allowed to inspect the site of the Linan Smokeless Coal Company's mine which was closed because of siltation in Shaver's Fork by the Water Resources Division of the Department of Natural Resources. The equipment at the mine was almost spotless, and many structures were painted green "to harmonize with the surroundings," but basic black might better blend in with the future surroundings.

Eventually we managed to get away from the mine and headed upstream into relatively unspoiled wilderness which increased in beauty as the train drew nearer to We arrived there at Spruce. 2:15 p.m. and travelled on to the Big Cut of the former Greenbrier, Cheat & Elk which was dug mainly by hand in 1910. This was the stopping point for this trip, but if the Webster-Randolph Scenic Railroad becomes a reality, passengers could continue to ride down the mountain to Elk River and eventually to Webster Springs.

As we returned to Spruce, I noticed smoke from one of the Cass Scenic Railroad Shays on Bald Knob and could not help but think of the Burill one would have riding to Spruce from either end of the scenic railroad and then riding the Cass Scenic Railroad to the summit of the mountain. With the laying of 1.2 miles of track between Spruce and Old Spruce Incomment the two railroads these

was the time to ching up on not our group, a to sleep missed ter taking a to I too settled my notes. To trip was ty railroading wand swappin at the end of

We rode t

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encing on travelling then com gradually it had al before. slowly se was com caboose for a shor As the the final day well faces away fted off gloom, tir knowledge only for days of t we must a chance for were association would lo in both t of civilia

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shortly M. W. Utterback, Trainmaster of the Western Maryland at Elkins(whom the reader will no doubt remember as being one of the party making the inspection trip from Webster Springs to Spruce), announced that it was time to leave, and amid grabbing a few last sandwiches and holding on to our cameras, our party boarded the train. I felt more confident about the eventual outcome of the trip knowing that the men of the West-

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WEBSTER
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with the future surroundings.

Eventually we managed to get away from the mine and headed upstream into relatively unspoiled wilderness which increased in beauty as the train drew nearer to Spruce. We arrived there at 2:15 p.m. and travelled on to the Big Cut of the former Greenbrier, Cheat & Elk which was dug mainly by hand in 1910. This was the stopping point for this trip, but if the Webster-Randolph Scenic Railroad becomes a reality, passengers could continue to ride down the mountain to Elk River and eventually to Webster Springs.

As we returned to Spruce, I noticed smoke from one of the Cass Scenic Railroad Shays on Bald Knob and could not help but think of the thrill one would have riding to Spruce from either end of the scenic railroad and then riding the Cass Scenic Railroad to the summit of the mountain. With the laying of 1.2 miles of track between Spruce and Old Spruce to connect the two railroads this could be done.

While the GP9 travelled the run-around to position itself at what had been the rear but would now become the head of the train, food was once again brought forth, and lines began to form. Many people took time to inspect the site of the former boom town of the logging days and marvel at the beautiful scenery near the headwaters of Shaver's Fork.

At 3:00 p.m. we boarded the train, and at 3:15 p.m. moved slowly out of Spruce heading down Shaver's Fork toward Elkins. This

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Photo by G. Leroy Crislip

HE HIGH FALLS ON SHAVER'S FORK of Cheat River - a stop on future Webster-Randolph Scenic Railroad.

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was the time for relaxation, catching up on notes, and for some of
our group, a time to catch up on
sleep missed in the morning. After taking a few last photographs
I too settled down and completed
my notes. The remainder of the
trip was typical of every day
railroading with the "crew" riding
and swapping tales in the caboose
at the end of the train.

We rode the last eight miles into Elkins on the front vestibule
of caboose number 1826, experiencing once again the thrill of
travelling through the tunnel and
then coming slowly into Elkins
gradually coming to a stop where
it had all started several hours
before. Then, as the sun was
slowly setting in the west and night
was coming on, we departed the
caboose which had been our home
for a short time.

As the glow of the sunset added the final mark of punctuation to a day well spent, we turned our faces away from the train and drifted off into the early-evening gloom, tired by refreshed with the knowledge that we had relived if only for a brief time the glory days of the logging railroad. Now we must work to give more people a chance to have this experience for were it not for occasional association with the past, markind would lose track of his position in both time and the progression of civilization. It is perhaps a measure of the present for one to be able to gloopse the past.

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